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COUNTRY <u>Soviet Zone of Germany</u>	REPORT NO. [REDACTED]	
TOPIC <u>Anklam Airfield</u>		
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EVALUATION [REDACTED]	[REDACTED]	
DATE OF C [REDACTED]	[REDACTED]	
DATE OBT [REDACTED]	[REDACTED]	
REFERENCE [REDACTED]	[REDACTED]	
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) _____	Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008
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SOURCE [REDACTED]

1. The airfield was southwest of Anklam (N 54/U 99) and west of the road to Friedland (N 54/P 87). It extended about 1,400 meters along Friedlaender Strasse, about 1,400 meters along the southern border of the field, and about 1,200 meters along the northern edge. (1) There was one concrete taxiway, about 6 meters wide, which extended in a westerly direction from Friedlaender Strasse across the northern half of the field. (2) The railroad spur track was dismantled in 1947. The surrounding terrain is almost level and without particularly high obstacles. (3)
2. The hangars which had not been destroyed during the war have been demolished by the Soviets since 1945. No buildings have been reconstructed. (4)
3. The entire landing field was sodded and serviceable for use by aircraft. (5)
4. There were no supply depots at the field, but a SED functionary who guarded the field said that depots are to be established at the field in the near future.
5. Daily parachute jumps from four biplanes have been made since 27 July 1950. (6) Two parachutists jumped from each plane. Since the jumps were made from very low altitudes it often seemed that the parachutes did not open. The jumps were made at intervals of about 20 minutes between 9 a.m. and 9 p.m. or between 6 a.m. and 6 or 7 p.m. The field seems to be used as a training field only during the daytime. The biplanes presumably returned to another field in the evening.

Field Comments.

- (1) The information on the location and size of the field agrees with wartime records. The field has not been enlarged since the war.
- (2) The taxiway was previously reported. [REDACTED]
- (3) The railroad spur track allegedly was still in existence in March 1949. [REDACTED]
- (4) Other sources have not reported that the field installations were reconstructed.

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- (5) The information has not been confirmed by [REDACTED]
- (6) This is the first information that parachute jumps were made at the field. The report does not indicate to which unit the aircraft and parachutists are assigned.

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